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(with the all-important chapter II. of its third volume, published as long ago as 1881, and translated by Maitland under the title of *Political Theories of the Middle Age*—a translation which has had great influence), fails to find admission.

Perhaps the most serious defect in Professor Dunning's volume is his treatment of Rousseau. He does not seem to have used Professor Vaughan's monumental edition of Rousseau's political writings, and he has repeated some ancient errors from which a use of that edition would have saved him (as, for instance, the error that Rousseau believed in a return to "nature"), while he has not appreciated the curious and unreconciled mixture, in Rousseau's theory, of Locke's individualism and Plato's collectivism. One of the best elements in the volume is the account of nationalism, and of the various strands of thought which are woven together in nationalistic theory. Almost equally good is the account of what is called "Societarian" Political Theory, though this would have been still better if, in the first place, more had been said of the distinction between state and society (of which much has been written latterly), and, in the second place (as has already been suggested), some space had been given to recent sociological theory in France.

The end of all, however, is gratitude to a veteran in his subject for a work which shows that his hand has lost none of its cunning.

ERNEST BARKER.

Napoleon's Navigation System: a Study of Trade Control during the Continental Blockade. By FRANK EDGAR MELVIN, Ph.D. (Philadelphia: University of Pennsylvania. 1919. Pp. xv, 449. \$2.50.)

THIS monograph, prepared under the auspices of Professor Lingelbach as a part of his general scheme for economic studies in the Revolutionary-Napoleonic time, is a notable contribution to the commercial and institutional history of the Napoleonic Era. The author's investigation has been unusually wide and deep. Practically unused economic and administrative cartons in the Archives Nationales were thoroughly combed, the Public Record Office searched as far as the state of classification permitted, the American diplomatic and consular archives dissected, and the private collections of American statesmen and diplomats used to an extent hardly indicated by the excellent bibliography, which, with the foot-notes, would make this work, if nothing else, a valuable guide-post for future investigation in the same general field.

The author has set himself the double task of tracing in every detail the evolution of the Continental blockade from the Berlin Decree to the downfall of the Grand Empire, with special reference to the system of licenses and permits; and of deducing the policy and meaning of this evolution, and, indeed, of the Continental blockade system itself. His "chief emphasis, therefore, is institutional" (p. xi). His vantage-

point is that of the imperial Secrétairerie d'État. Every decree has been pursued to its ultimate source. The system in actual operation is described at important points. The influence of military and naval events is somewhat neglected, but several new side-lights have been thrown on American diplomatic history; indeed no student of Jeffersonian and Madisonian diplomacy can afford to neglect a careful reading of this work. One finds, for instance, that Jefferson's Embargo was severely felt, not only in the French West Indies, but in the ports and textile centres of France.

Professor Melvin's challenging title suggests his conclusion. The Continental system began as a blockade against English industry and commerce. By the first half of 1810 what had so far been an *arrière pensée* became the dominant policy—to develop French navigation, commerce, and industry at the expense alike of vassals, neutrals, and enemies. The license system, which here finds its fullest treatment, arose from no crude lust for graft and plunder. It was a glut in French harvests, for the most part, which induced Napoleon to adopt the system of licensed trade with England at the very point when England was facing famine and bankruptcy. In the middle of 1810, Napoleon's tour of the northern industrial and commercial regions completed a change in his point of view. *Tout pour la France* was the motto of the revamped system. By tariffs and licensed navigation, Napoleon hoped to build up not only a French grand industry but a French merchant marine, to secure the monopoly of foreign and coasting trade, at expense of enemy vessel and neutral alike. The workings of this system, "a Colbertian programme upon a continental scale", through its central clearing-house, the new Conseil de Commerce, are related in detail by Professor Melvin for the first time. Of particular interest is his account of the American permit system.

The faults of the book are those of the class in which it stands high—the American doctoral dissertation. Although the author has reached definite conclusions, he lacks the artistry to press them home on the reader, who is wearied and confused by the welter of minutes, decrees, laws, and projects of laws. The style is subjective, addressed apparently to students who share the author's fresh and complete knowledge of the sources. Nothing stands out. Excessive quotation has been avoided, only to fall into that other pitfall, excessive detail without sufficient quotation to nail a conclusion. Where standard authorities like Henry Adams might have been demolished, they are only piqued by foot-notes. The dramatic possibilities of the subject have been neglected, or, as with the fateful thread of American relations, clumsily handled. Comparison with a French doctoral dissertation in an allied field, Guyot's *Le Directoire et la Paix*, is instructive. Melvin is the superior in the extent and depth of his research. He had plumbed depths even in the Archives Nationales unknown to Guyot; and the latter did not master even the printed material on the American side of his problem.

But Guyot has produced a readable book, whose characters are alive, whose complicated, involved subject-matter is made lucid, and whose conclusions are irresistible.

S. E. MORISON.

Germany and the French Revolution. By G. P. GOOCH. (London and New York: Longmans, Green, and Company. 1920. Pp. vii. 543. \$5.50.)

THIS book bravely attempts for the first time in any language a synthetic treatment of "the repercussion of the French Revolution on the *mind* of Germany". It is a great task, and one that much needed doing. Mr. Gooch has conceived it largely and if he has not achieved the high success of writing a definitive work he has written an exceedingly useful and necessary volume. What Cavaignac, Sorel, and Heigel have done in the field of politics and war for the history of the Revolution beyond the borders of France, he has sought to do for its influence on the writers of Germany in an age when it was truly a land of poets and thinkers. He is more dispassionate than Cavaignac, more limited and intensive in his field of interest than Sorel, less cautious and historical in his judgments than Heigel. He has read as widely in his chosen field as any of them but is less penetrating and analytical in his treatment.

Mr. Gooch's method evidently springs from the qualities that have made him so useful a guide in the field of historiography. He is an omnivorous reader with an intellectual digestion that does not require him to chew his food very fine. In this book he has presented, in their own words as freely as a good narrative style permits, the expressions of all types of German opinion on the Revolution, from fugitive pamphleteers to Goethe, Schiller, Fichte, and Hegel. He has harvested the field with chapters on the great writers and on groups or schools, and then has gleaned it by sweeping together the fugitive and unknown writers, state by state or section by section, from Hamburg to the Alps. Let me say at once that this method seems to me just the proper one for a path-breaking work. It gives, as no other work has done or attempted to do, the preliminary massing of material, the inclusiveness in mentioning writers unknown in English whose views must be considered if such a large and nebulous topic as public opinion and intellectual influence in any land touching or touched by the French Revolution is to be brought between the thumb and forefinger of historical judgment.

Not even Mr. Gooch could cover all that was written by such a nation of inveterate scribblers as Germany in the face of an event so great as the European revolution. No collection of contemporary German pamphlets is complete. None ever will be. The archives of every German state are filled with the reports that poured in from diplomatic representatives at other German courts, and these must be studied again from this new point of view as they have been for political and military